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I. GENERAL REQUIREMENTS TO SUPPORT OVERALL TRANSPORTATION INTELLIGENCE MISSION

A. Rail Transport

1. The principal requirement in rail transport is for meaningful statistics. Statistics for any time period should be expressed either in absolute figures or in percentages of increase or decrease compared with some other period, either planned or actual performance. Such statistics are needed for the country as a whole, for individual lines, for an area, or for an individual city. For all statistics, it is important to have precise translation of all qualifying or descriptive words used in stating the figures.

a. Traffic statistics: tons originated or carried, ton kilometers, carloadings, (all these either total, or for individual commodities), passengers carried, passenger-kilometers.

b. Operating statistics: average or maximum number of trains running on any line per day or over a specified period, capacity of lines, average length of haul of freight, average tonnage per freight car, average or maximum tonnage per train (either gross or net), locomotive fuel and water consumption (total tonnage, or per locomotive-kilometer, per train-kilometer, per ton-kilometer, or any other measure), locomotive-kilometers run, train-kilometers run, average and maximum locomotive run per day (or other period), average or maximum distance run by a freight car per day, turnaround time of freight cars, average and maximum train speed, percentage of reduction of any operating figure as a result of winter conditions or hot boxes, speed of movement (including statements of the length of time taken in moving a particular shipment between two points).

c. Railroad distances: total route kilometers, length of double track, total length of sidings and yard tracks, length electrified, length operated with diesel locomotives, narrow gauge and standard gauge lines, length of new lines planned. Length of railroad tele-communication lines, distances equipped with signals of various types.

d. Motive power and rolling stock: total number of locomotives, freight and passenger cars; number of each, by type; average age, by type; percentage or number in repair, awaiting repair, in reserve; average number retired from service yearly, average age at retirement; mileage run between repairs of various classes (running repairs, light repairs, heavy repairs); number manufactured annually; imports and exports; number or percentage with: two axles, four axles, automatic brakes, automatic couplers.

e. Personnel statistics: number of employees, total and for each type of job; number of retirements, new personnel, training school graduates; average or total annual, monthly or hourly wages.

f. Track statistics: length of rail by type, number of ties and amount of ballast replaced annually or per mile of line in existing lines; same figures for installations on new lines.

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g. Financial statistics of railroads, income, expenditures, profit, loss, capital investment; freight and passenger revenue per ton-kilometer, passenger-kilometer on traffic kilometer.

2. Descriptive or explanatory material.

a. Traffic: descriptions of type of traffic moving; problems in the movement of any particular type of traffic; loading, unloading and trans-loading practices; capacity of lines; rates and fares; major routes of traffic flow, either for all traffic in general or for specific commodities.

b. Operations: descriptions of methods of operating trains and locomotives; descriptions of yards and terminals and methods for their operation; operating problems and successes, including winter and desert operating problems; causes for interruptions of traffic; use of signals and communications (especially radio) in yard and train operations.

c. Individual railroads and parts of railroads; new lines, double tracking, dieselization, change of gauge; other programs to improve lines.

d. Motive power and rolling stock: dimensions, descriptive material on new models or modifications of old models, weaknesses or strengths of a specific model or its parts, performance data (miles per ton of coal, ton/miles per locomotive hour, etc.), change of gauge of wheels, types of equipment in foreign trade, repair techniques, repair frequency, shortages and surpluses.

e. Management and personnel: description of managerial, supervisory and administrative structure.

f. Roadbed and track: descriptions of materials used, average length of life, methods of installation and replacement, repair methods.

B. Highway Transport

1. All information on the extent and condition of inter-city roads, including the mileage and pattern of the existing net, types of surfacing, fuel and repair facilities, as well as new construction developments and plans.

2. Any items indicating the volume and/or character of traffic on inter-city roads. Traffic statistics needed include both national totals and data for individual highways. Commodity movement statistics are also desired.

3. Any items containing information on inventories of motor vehicles, both total and by type and area. Also import and export data on motor vehicles.

4. Any information on requirements of motor transport on other sectors of the economy, such as fuel and tire consumption, steel consumption, etc.

5. Rate, revenue, and cost information, such as freight tariffs, cost of shipment, etc.

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6. Performance data for motor vehicles, including operational norms, such as kilometers per vehicle day, average and maximum tons per vehicle unit, average length of haul, average kilometers between major overhauls, and average life of vehicle in terms of road kilometers or ton kilometers.

7. Information on administration and control, including the organizational structure, personnel strength and breakdown by type of employment, as well as on coordination with other forms of transport.

8. Information on the productivity of labor in motor transport.

9. Items having any bearing on the volume and/or nature of capital investment in motor transport.

C. Maritime and Inland Water Transport

1. Fleet Inventory - basic inventory and changes in:

a. Number, type, size, capacity, speed, fuel, age, and condition vessels.

b. Launchings, purchases and losses.

c. Distribution of fleet - number, type, size.

2. Operations - information essential to an assessment of capabilities, vulnerabilities, extent of services provided, plans for expansion, and plan fulfillment.

a. Description and identification of major routes and port facilities, including length of wharves, size of cranes, type of warehousing, controlling water depths, and rail and road clearance facilities. Plans for expansion of services or facilities.

b. Cargo handling capacity, type and tonnage handled. Information over wide geographic area desired.

c. Freight and passenger schedules and rates on major routes.

d. Efficiency of operations, criticism of operations and plans for improvement.

e. Coordination with or conflict between water transport and other transport media, comparison with other carriers.

f. Traffic interruptions, due to weather, political events, etc.

g. Fuel consumption - type, quantity, availability.

h. Vessel maintenance programs, indication of repair capabilities, changes in facilities, availability of spares.

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3. Freight and Traffic Statistics - information by major administrative unit, i.e., the Black Sea Fleet or the Lena River Fleet, or by National averages reported on a year basis or as a repetitive series covering a shorter time period.

a. Freight traffic in tons and ton-kilometers broken down by commodity. Where applicable:

- 1) Country of origin.
- 2) Country of destination.
- 3) Bloc freight transiting non-bloc ports, such as Hamburg, Rijeka, Rotterdam.
- 4) Percentage of foreign trade moved in non or other bloc vessels.
- 5) Samples of charter rates (foreign vessels).
- 6) Interchange of traffic with rail at ocean and river ports.
- 7) Seasonal patterns, operational and in types of cargo

b. Passenger traffic in passengers and passenger kilometers.

4. Statement of financial results of inland water and ocean shipping operations by major administrative units, such as Far Eastern Fleet or Lena River Fleet. Data may be reported on a one year basis or for a shorter period if repetitive series are available:

a. Income.

- 1) Revenue from traffic.
- 2) Other income and allocations from National Budget.

b. Expense.

- 1) Operating expense (wages, fuel, depreciation, etc.)
- 2) Other expenses.

5. New capital invested in vessels, port improvement, equipment, etc.

6. Statement of value of assets on a national or major administrative unit basis.

7. Personnel data:

a. Numbers, seagoing and shoreside

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b. Salaries and bonuses.

c. Productivity.

d. Morale.

8. International Shipping Agreements.

D. Air Transport

1. Air Agreements

a. Bilateral with members of the Bloc; with non-Bloc countries.

b. Relations with ICAO; with IATA Interline arrangements.

2. Air Facilities

Information on airports that would affect the operation of the country's air carrier (i.e., improvements to international civil airport or readying facilities for jet operations).

3. Air Equipment

a. Inventory of civil aircraft according to type.

b. Transport aircraft types (characteristics and performance).

4. Air Carriers

Transport companies engaged in scheduled transportation.

a. Personnel (numbers for ground and flight personnel training).

b. Equipment (for each carrier).

c. Traffic - air route mileage, passenger and freight kilometers flown per year, etc.

d. Plans.

e. Maintenance.

f. Special services.

5. Administration - Government and air line structure, personalities; civil aviation policies.

6. Financial Information

a. Revenue from traffic.

b. Other income and allocations from national budget.

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c. Operating expenses (wages, fuel, depreciation, etc.)

d. Other expenses.

9. Rate Information

Rate schedules and individual samples of rates applicable to passengers and freight.

II. SPECIAL REQUIREMENTS TO SUPPORT 1959 FISCAL YEAR PROJECT RESEARCH PROGRAM

These special requirements are furnished as guidance for emphasis of FDD activity in this Fiscal Year. They are all consonant with our general requirements and are not intended to exclude coverage of the general requirements wherever possible.

A. Special Requirement for USSR FY 1959 Projects

1. Items having to do with movement of freight overland between the USSR and China; the Satellites and China; the USSR and North Korea and North Vietnam; and the Satellites and North Korea and North Vietnam.
2. Current USSR tariffs and freight shipment regulations, rail, inland water and highway.
3. Items pertaining to standardization of equipment, traffic regulations, and operating practices on railroads and highways of Bloc countries, both in Europe and in Asia.
4. Any quantitative or qualitative information on petroleum transport in the USSR, particularly information on loadings and unloadings by area and by type of carrier.
5. Information dealing with the impact of regionalization on transport in the USSR.
6. Information on the coordination of air line services of the USSR and European Satellites - coverage of meetings held several times a year at which schedules are probably dovetailed and revenues shared.
7. Any information bearing on the use of the IATA clearing house by members of the Bloc.
8. Currency adjustments in air fares and cargo rates within the Bloc looking toward services outside the Bloc.
9. Details on new aircraft types, particularly their price and when they are put into service; and plans for their use in international civil air traffic.
10. Detailed information on financial operations; operating costs and revenues; costs and values of transport plant and equipment; inputs of capital, labor, and materials into transportation; equipment inventories including production, import - export and retirement statistics; data on operating efficiency will all be important to Project 43. 2305, Transportation Growth and Trends in the USSR.

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11. Project 43.2296, USSR Transport Units Associated with the Guided Missile Program

Project 43.2298, USSR Missile Launching System

Project 30.2203, Guided Missiles NIE

a. Detailed information on the organization of the MPS and the Ministry of Transport Construction as well as transport and construction departments of the Ministry of Defense. Names, positions, and organizational components are required.

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c. Planning and construction of railroad spurs and sidings, as well as underground facilities.

d. Specifications and handling procedures for Soviet missiles, missile components, and missile fuels.

e. Identification of test and operational launching facilities.

f. Theoretical and/or actual deployment of missiles.

12. USSR Inland Water System

Requirements for this project are expressed adequately in our general requirements. Emphasis should be placed, however on data enabling us to inventory the fleet by major steamship company or river system and by type of vessel. We would also like data enabling us to breakdown total traffic performance on the same basis.

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B. SPECIAL REQUIREMENTS FOR EUROPEAN SATELLITE AREA FOR FY 1959.

1. Hungary and Rumania Country Studies

Background

Two country studies will be made this year in Hungary and Rumania. The study of each country will be a rather definitive study of the characteristics of each mode of inland transport--railroad, highway, inland water, and civil air. There will be an analysis of the demands placed by the economy on the transportation media and the extent to which the systems respond. It will also include an analysis of the various human and material inputs into the transportation system and their efficiency.

Requirements

The type information needed for these studies is as follows:

- a. Descriptive material on length and location of principal routes by rail, highway, water, air, and pipeline.
- b. Information on the administrative organization of the various ministries of transport.
- c. Data on inventory of transportation equipment: locomotives, rolling stock, motor vehicles, and vessels. Also, description of current types in use, shifts in emphasis, and maintenance. We particularly need data that will enable us to break down total inventories by type of locomotive, freight car, etc.
- d. Information on origin and destination of traffic by mode of transport. This would include the location of originating centers of principal commodities and also the location of principal consuming centers for leading commodities. Traffic flow charts are highly desirable.
- e. Data on traffic: ton-kilometers, tons originated, carloadings, number of trains, number of passengers, passenger-kilometers, freight traffic breakdown by commodity, plans, and plan fulfillment. Also, data on operating efficiency--turnaround time, labor productivity, etc. In this connection, we particularly want years not included in published statistical yearbooks of a country. In many cases yearbooks do not include a complete time series or do not have the latest year available. We do want revisions of yearbook data, however. We would also like information on the share of traffic carried by private or industry transport organizations as distinct from State owned carriers.
- f. Data on number of persons employed in transportation, investments in transportation, and material used in transportation.
- g. Information on future transport plans: new rail lines to be constructed, new roads, conversion to different types of tractive power (i.e., steam locomotives to electric and diesel locomotives).

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h. We particularly need information on the details of investment programs, operating costs and revenues and financial operations of all European Satellite transportation systems.

2. Polish Civil Aviation

Our general requirements on civil aviation will satisfy most requirements for this project. We would, however, appreciate some emphasis on Poland, particularly in regard to its international operations.

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C. Special Far East Area Requirements for FY 1959

1. During FY 1959 S/TR has scheduled the following projects covering transportation in the Far East:

- a. Railroad Transportation in Communist China, 1954-58
- b. Inland Waterway Transportation in Communist China, 1950-58.
- c. Highway Transportation in Communist China, 1950-58.

Although the railroad project is part of the FY 1959 research program, the inland waterway and highway projects, will fill two of the most serious research gaps which currently exist, so far as the transportation picture in China is concerned. Special attention should be given to material which will support the latter two projects. Specific topics to be covered in detail are contained in the Highway Transport and Waterway Transport sections of the S/TR General Requirements, paragraphs I.B. and I.C., above. Material on railroad transport should be translated in a normal fashion, following the General Requirements in paragraph I.A., above, with priority treatment accorded special topics as noted below.

2. During FY 1959 S/TR has also been asked to watch carefully any transportation developments resulting from the current "leap forward" program in Communist China. Particular emphasis is to be placed on the ability of the transportation system to support advances in other sectors of the economy. Special attention will be given to railroads, in this respect, because of their importance to the heavy industrial sector. Thus, any performance statistics for transportation, but especially for railroads, should be made available to S/TR on a priority basis. In addition, reports of congestion developing anywhere on the railroads, waterways, or highways should be given priority treatment.

3. During FY 1959 S/TR may also be asked to investigate the investment implications of any increases in transport performance reported by Peking. Although investment figures for transport enterprises are not readily available, further study of past figures in relation to past performance may throw some light on the current situation. If a project is initiated it will involve research in depth on investment in transportation and its relation to transport performance, with main emphasis on railroad investment. Consequently, investment figures for all types of transport should be accorded high priority.

4. During FY 1959 S/TR would like all available information pertaining to transportation developments and the logistic build-up in the Formosa Straits area, particularly any information concerning the capacity of the Yingtan-Amy railroad line in Fukien Province. If possible, this should be stated in terms of trains each way per day and net tonnage of trains actually moving over the railroad line. For any individual highway routes in Fukien Province give the following information:

- a. Total number of trucks moving in each direction.

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- b. Number of empty and loaded trucks moving in each direction.
 - c. Number of truckloads of each type of commodity moving in each direction.
 - d. Average vehicle speed.

In addition, describe any unusual transportation movements or new transportation construction occurring anywhere in Fukien Province or elsewhere along the South China coast for both land and water transportation.

5. It is also recommended that FDD concentrate more heavily during FY 1959 on the collection of all available statistical data and place somewhat less emphasis on translation of descriptive-type articles. Since this approach is already being tried in FDD reporting on agriculture in Communist China, S/TR suggests that a similar experiment be undertaken in the transportation sector. It is recognized, of course, that some descriptive material will still be necessary to explain and clarify the statistical data collected. The requirements presented above in paragraphs II. C. 1,2,3,4, are designed to guide FDD analysts in making a balanced selection of statistical data and descriptive material in their reporting on the transportation sector of the Chinese Communist economy.

6. China Civil Air - exploitation on this field should follow our general guide requirements but with particular emphasis on international air operations.

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D. SPECIAL REQUIREMENTS FOR MARITIME STUDIES FOR FY 1959

1. In order to produce a study on the role of the Soviet maritime fleet in carrying the foreign and domestic seaborne trade, it is desired that information bearing on that subject be given special emphasis until 30 April 1959. Besides general articles and statistical data which obviously apply to the subject of the above study, information on the following topics will contribute effectively to the study:

1. Soviet chartering of Free World vessels and the cost to the USSR of such charters.
2. The earning of foreign exchange by Soviet ships carrying cargoes to or from Soviet ports or between two foreign ports.
3. Financial operation of the maritime fleet at the steamship company level and above.
4. Performance data (volume in tons carried and turnover in ton/kilometers or in ton/nautical miles). This kind of information is especially valuable when broken down into cargo types and classes of navigation (i.e., coastal, intercoastal, and foreign trade). Included in this category are all annual and semi-annual data for the ministry as a whole, for the dry cargo and tanker fleets, or for individual steamship companies or basins.
5. Discussions of the problems involved in shifting cargoes from rail to water and of increases in the volume of mixed rail/water shipment.

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2. In order to produce the study "The Dependence of Communist China on Foreign Merchant Shipping" it is desirable that until the end of March, 1959, special emphasis be given to exploiting sources providing information on the following subjects.

1. Operations of the Chinese Communist merchant marine, including:
 - a. Acquisition of ships.
 - b. Plans for expanding the fleet and its operations.
2. Organizations, both Chinese Communist and foreign, involved in ocean transportation and the arranging for ocean transportation to and from Communist China.
3. The chartering of ships for China trade.
4. The China-Poland Ship Broker's Corporation (CHIPOLBROK)
5. Quantities (tons) of goods imported and exported by Communist China.
6. Cost of this shipping -- charter costs, freight rates, etc.
7. Foreign exchange and freight payments. And, of course, any general articles on the problems of shipping to and from Communist China, the adequacy, the relative parts played by Bloc and non-Bloc shipping, etc., would be very useful.

3. Poland and East Germany Maritime Studies

Outlines of these planned projects have been furnished and discussed separately with the responsible FDD analysts.

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